



Bethesda Unified Mobility Program (BUMP)

Bethesda Downtown
Implementation Advisory
Committee
July 12, 2019

What is BUMP?

- A per-unit fee paid by new development
- Identification of necessary transportation infrastructure for...
 - SSP adequacy
 - A successful master plan
- Estimating costs for this infrastructure
- Dividing these costs equitably across future development
 - Assumes 100% build-out
- Stays local; goes into a lockbox specifically for that UMP
- Handled like Impact Tax

Cost (\$\$\$)

<u>÷ Traffic Generated (Trips)</u>

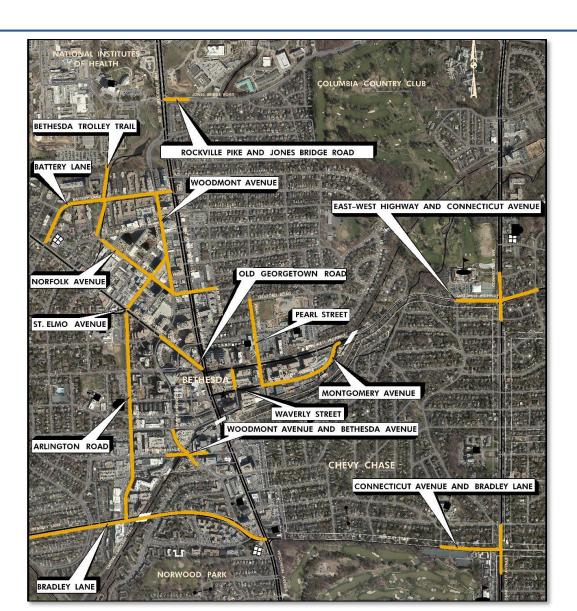
Fee (\$/trip)

\$101,800,000 White Oak → <u>÷ 20,324 trips</u> \$5010 / trip

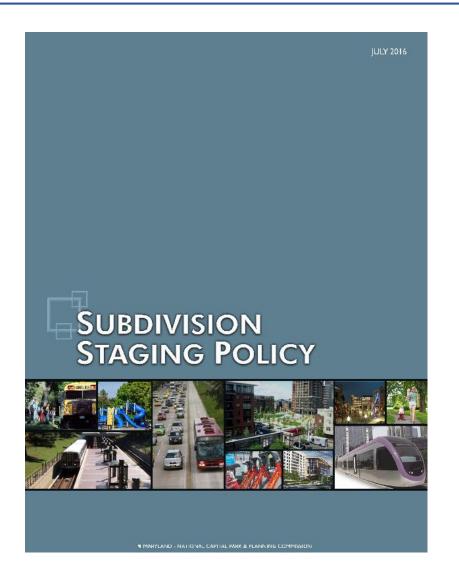


What's in the BUMP?

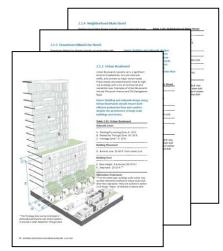
- Intersections
- ADA Upgrades
- Bikeways
- Transit



How were these projects identified?



- Master Plan CIP
- Master Plan Goals
- TransportationAnalysis



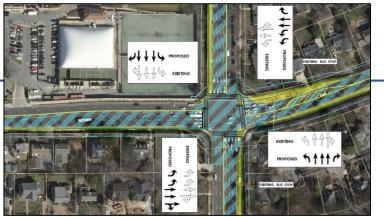
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â		SUBTOTAL	\$	4,200,000	
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-		TOTAL ISTEMATED COST	5	295,295,000	Attachance
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Intersections

ADA Upgrades Bikeways

Transit



Intersections

MD 185 (Connecticut Ave) at MD 410 (East-West Hwy)

\$4,137,400



MD 185 (Connecticut Ave) at MD 191 (Bradley Lane

\$4,429,100



MD 355 (Rockville Pike) at Jones Bridge Rd

\$517,700



Intersections

ADA Upgrades

Bikeways

Transit

ADA Upgrades

\$770,000 for ADA facilities





Intersections
ADA Upgrades
Bikeways
Transit

Bikeways

Arlington from Old Georgetown to Bradley Battery from Old Georgetown to Wisconsin Bethesda / Willow from Woodmont to 47th Bradley / Capital Crescent Trail Connection Bradley from Glenbrook to Wisconsin Montgomery from Woodmont to East-West Norfolk / Cheltenham from Battery to Tilbury North Bethesda Trail between Rugby and NIH Old Georgetown from Woodmont to Wisconsin Pearl from Montgomery to Sleaford St Elmo from Wilson to Woodmont Waverly from East-West to Montgomery Woodmont / Bethesda Intersection Woodmont from Battery to Wisconsin **Protected Intersections** Bike Parking (Short- & Long-Term) **Bikeshare**

\$1,920,900 \$441,300 \$1,449,000 \$2,307,800 \$5,694,200 \$1,242,000 \$4,500,100 \$2,029,400 \$220,800 \$3,002,200 \$262,400 \$50,000 \$1,121,300 \$2,135,900 \$3,500,000

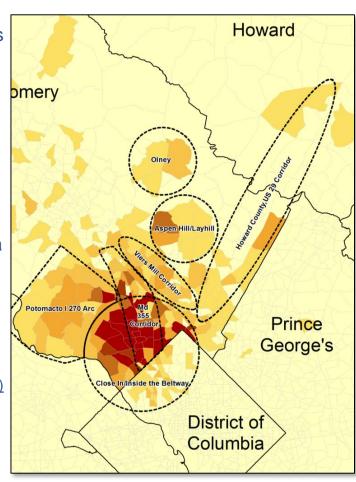
\$2,379,250

\$4,200,000

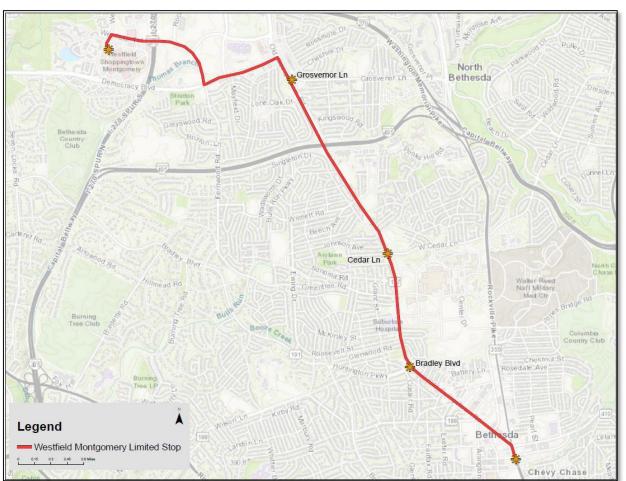
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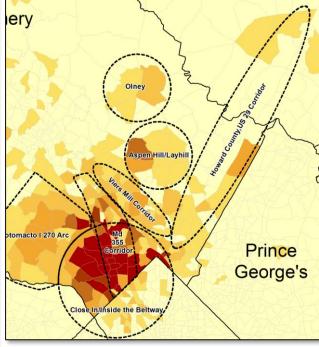
- Need to achieve a 55% NADMS goal, providing for +3,058 transit trips
- 1,839 Rock Spring Park & Ride and Express Service
- 1,536 Greater Bethesda Micro-Transit
- 869 Extend 355 extRa to Bethesda & all-day service
- 747 Layhill/Wheaton Express to White Flint Red Line
- 530 Extend Metrobus 30 Routes from Friendship Hghts to Bethesda
- 342 Howard County via US 29 FLASH Service to Purple Line
- 264 Other Ride-On Improvements (29, 30, 32, 34, 36, 47)
- 200 Olney / Aspen Hill Express to Shady Grove Red Line
- Dethesda Circulator Extension (already included in background NADMS)
- 6,327 Total from New Transit Strategies
- Full implementation could achieve 62% NADMS



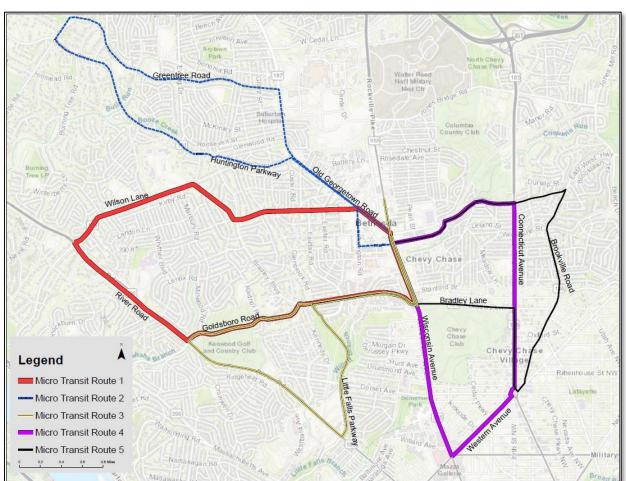




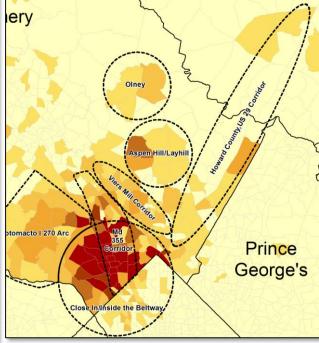




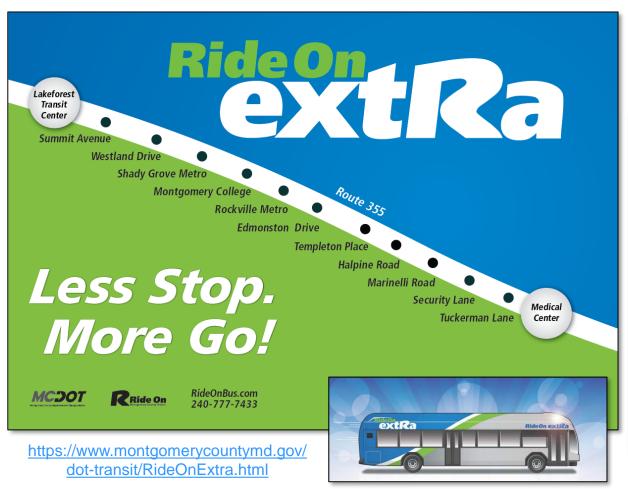




Rock Spring Park & Ride and Express Service 1,839 Greater Bethesda Micro-Transit 1,536 Extend 355 extRa to Bethesda & all-day service Layhill/Wheaton Express to White Flint Red Line 747 Extend Metrobus 30 Routes from Friendship Hghts to Bethesda 530 Howard County via US 29 FLASH Service to Purple Line Other Ride-On Improvements (29, 30, 32, 34, 36, 47) Olney / Aspen Hill Express to Shady Grove Red Line







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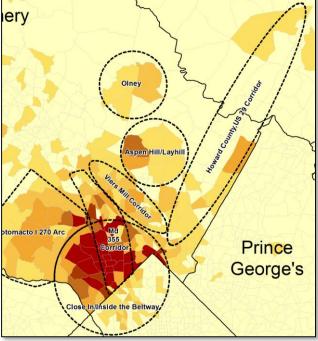
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Howard County via US 29 FLASH Service to Purple Line 342

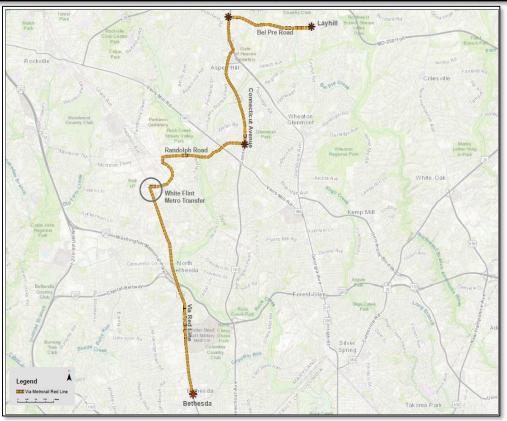
Other Ride-On Improvements (29, 30, 32, 34, 36, 47) 264

Olney / Aspen Hill Express to Shady Grove Red Line 200

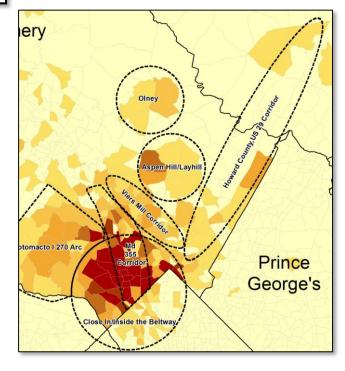




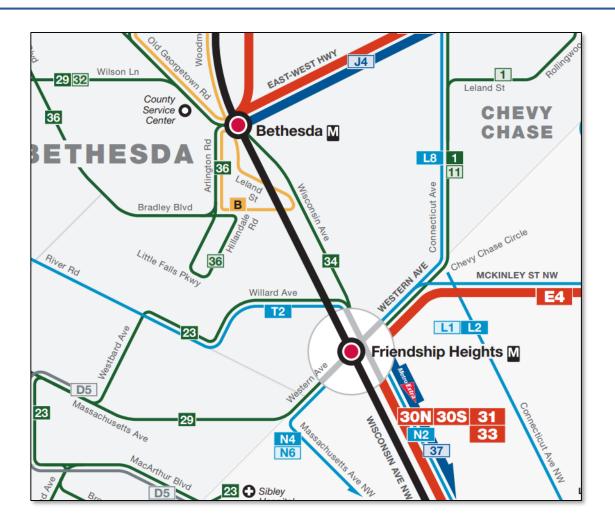
Route Pattern	One Way Bus Travel Time	Time on Rail	Transfer Time (bus to rail)	Bus Dwell Time at each Park and Ride	Total Time
Layhill – White Flint	30	11	5	5	56
Station – Dwntn Bethesda				(10 min total)	



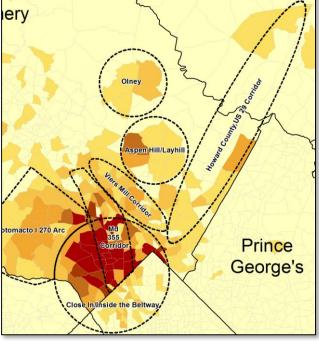














https://www.ridetheflash.com/









Rock Spring Park & Ride and Express Service 1,839

Greater Bethesda Micro-Transit 1,536

Extend 355 extRa to Bethesda & all-day service 869

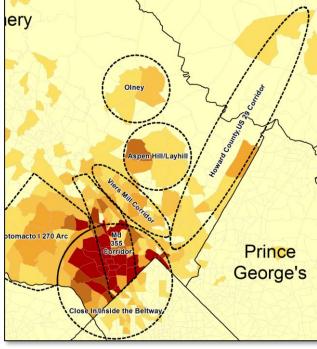
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Olney / Aspen Hill Express to Shady Grove Red Line 200





0 Jones Bridge Rd Greentree Rd Medical Center M National Institutes Suburban Hospital of Health 47 70 Huntington Pkwy Wilson Ln County Service Bethesda M **BETHESDA** L8 1 Bradley Blvd Willard Ave Friendship He Rock Spring Park & Ride and Express Service 1,839

Greater Bethesda Micro-Transit 1,536

Extend 355 extRa to Bethesda & all-day service 869

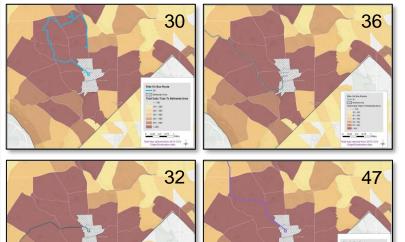
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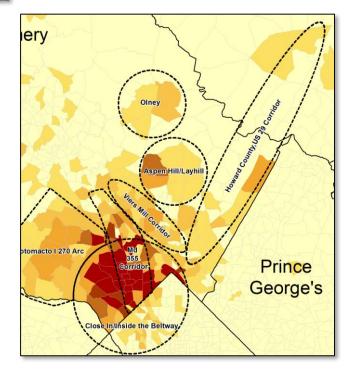
Olney / Aspen Hill Express to Shady Grove Red Line 200



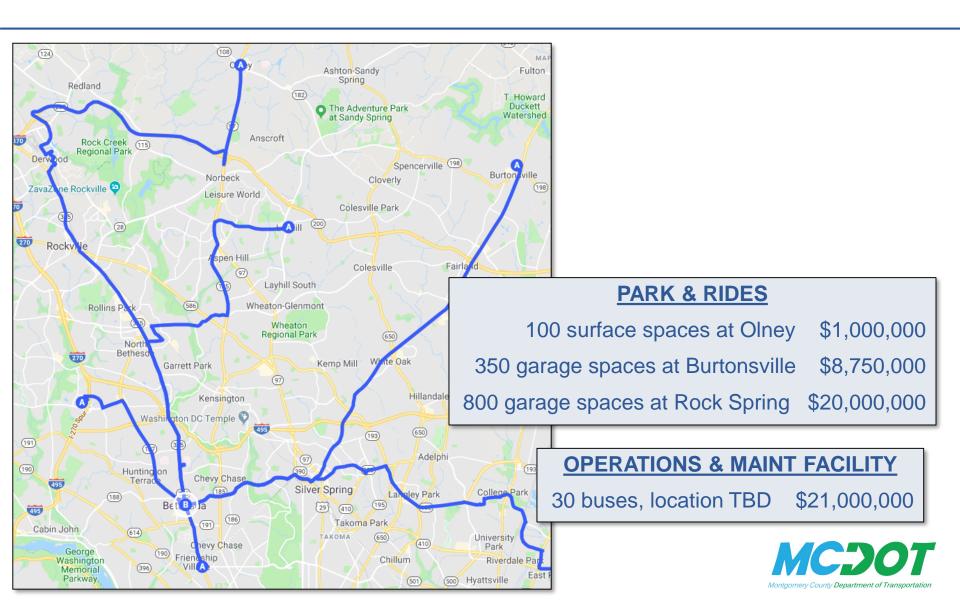
Route Pattern	One Way Bus Travel Time	Time on Rail	Transfer Time (bus to rail)	Bus Dwell Time at each Park and Ride	Total Time
Olney – Shady Grove Metro	20	19	5	5	54
Station – Downtown Bethesda				(10 minutes total)	

	Olney Olney	Hampshire Greens Golf Club
Potomac Riskville	Leisure World Golf Course As pen Hill Wheaton	Burto is Paint Branch Paul Colesville Falfiland
Purk Country Club	Glenmont Wheaton Regional Park	White Oak Calver
Legend Via Metrorail Red Line	Bethes day Copy Cheek Room 495 80	Adelphi Iver Spring University of Maryland College

Rock Spring Park & Ride and Express Service	1,839
Greater Bethesda Micro-Transit	1,536
Extend 355 extRa to Bethesda & all-day service	869
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Olney / Aspen Hill Express to Shady Grove Red Line	200







CAPITAL COSTS (VEHICLE + PARK & RIDE)

Rock Spring Park & Ride and Express Service

Greater Bethesda Micro-Transit

Extend 355 extRa to Bethesda & all-day service

Layhill/Wheaton Express to White Flint Red Line

Extend Metrobus 30s from Friendship Hghts to Bethesda

Howard County via US 29 FLASH Service to Purple Line

Other Ride-On Improvements (29, 32, 47)

Other Ride-On Improvements (30, 36)

Other Ride-On Improvements (34)

Olney / Aspen Hill Express to Shady Grove Red Line

Bethesda Circulator Expansion

Operations & Maintenance Facility Expansion

\$4,375,000

\$5,400,000 pmery

\$535,000

\$6,125,000

\$1,070,000

\$8,750,000

\$4,280,000

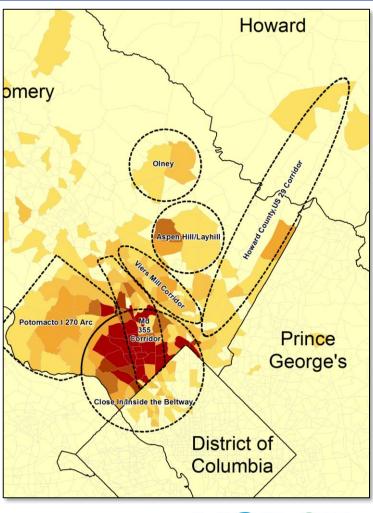
\$2,675,000

\$535,000

\$2,605,000

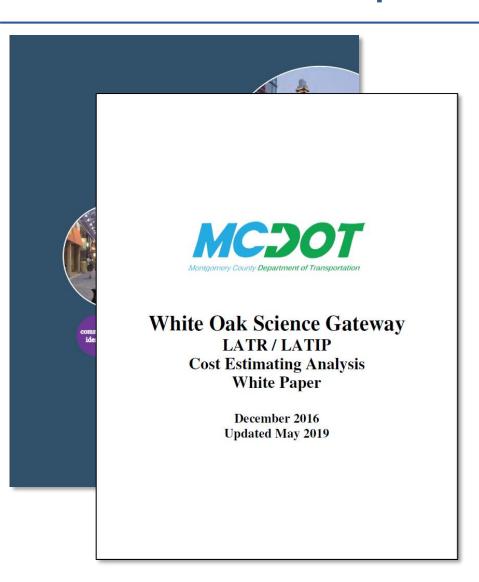
\$2,200,000

\$21,000,000





Development & Estimated Fee



Intersections \$9,084,200

ADA Compliance \$770,000

Bikeways \$36,416,550

Transit Vehicles \$28,800,000

Park & Ride Expansion \$29,750,000

O&M Facility Expansion \$21,000,000

TOTAL \$125,820,750

White Oak \$101,800,000



Development & Estimated Fee

Estimated Cost \$125,820,750

Estimated Development 8,800,000 SF

Estimated UMP Fee \$14.30/SF

White Oak Approx \$5.50/SF

Bethesda UMP Estimate does not include costs of...

- Transit Operations
- Monitoring
- Reassessments

Preliminary Consideration: \$6.43/SF

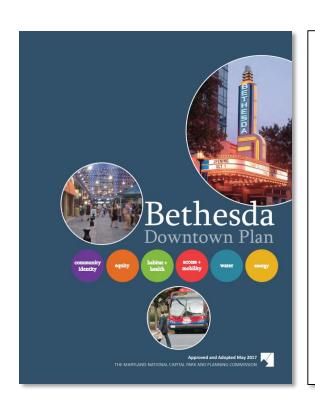


However, not *all* transit projects are necessary to achieve 55% NADMS. Doing all would achieve 62% NADMS.

Monitoring & reassessments are relatively small costs.

In White Oak, no intersections outside the policy area were included.

Developer Obligations





White Oak Science Gateway
LATR / LATIP
Cost Estimating Analysis
White Paper

December 2016 Updated May 2019

https://www.montgomerycountymd.gov/dot-dir/Resources/Files/LATR-WhitePaper.pdf

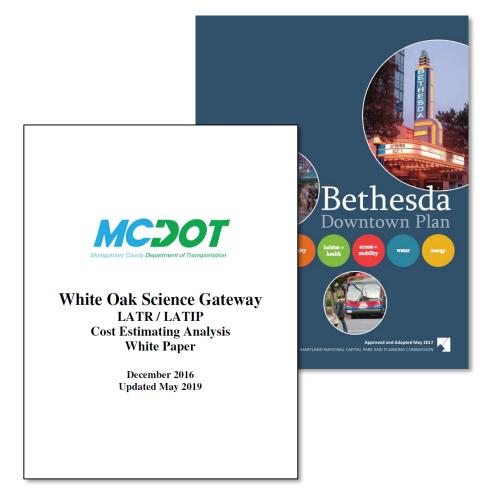
- Still required to evaluate site access
 & construct frontage requirements
- Developments outside of Policy Area are unaffected by BUMP
- May construct UMP projects for credit
- See p14 of the WhiteOak LATIP WhitePaper

Upkeep

Update costs every 2 years

Reanalyze every 6 years

Forward funding





Next Steps



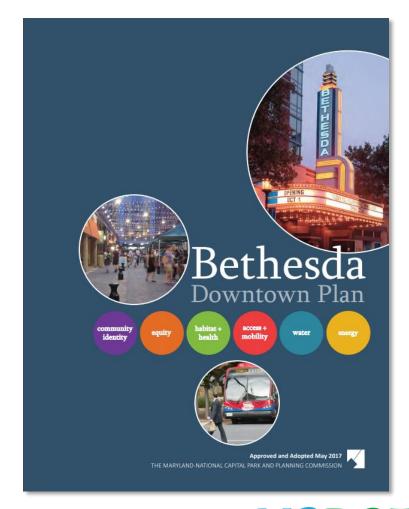
- Other Presentations
- Open House, late July / Aug
- Council, late Summer-Fall



Next Steps

 We prepare technical recommendations in coordination with County Executive

 Council ultimately determines what is in or out





Questions

- Questions?
- What do you love?
- What do you loathe?
- Is anything missing?
- What information do you want so that you can be prepared to share input with Council?

Andrew Bossi, P.E.

Senior Engineer for Transportation Policy

Office of the Director

Montgomery County Department of Transportation

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